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case to which we referred in an editorial in our April number, it was decided that the State of New Jersey could lay an inheritance tax upon the entire estate of J. J. Hill, simply because he owned some stock in the Northern Securities Company, a New Jersey corporation. We therefore think it of the greatest importance that lawyers should have this volume ready at their command in order to find out in what position the estates they represent stand. In every case in which we have had occasion to use it we have found it to answer every interrogatory and we cannot commend it too highly.

The Soldier-Lawyer Directory. February 1920. Compiled and Edited by R. W. Shackelford, G. B. Zuwadsky and J. W. Cohn, Tampa, Florida. Price \$4.25.

This book purports to give a list of the soldier-lawyers in the United States. If its accuracy is to be gauged by the city of Charlottesville, we would say it was about as poor a compilation as we have ever known. It gives four names: J. Callan Brooks, T. S. Halstead, G. C. Miller, and Albert S. Bolling; whereas there were eleven members of the Charlottesville Bar who were in the service. Their names are as follows, in alphabetical order: Private John S. Battle, 2nd Lieutenant Albert S. Bolling, 1st Lieutenant J. Callan Brooks, 1st Lieutenant Wm. Eskridge Duke, Major John S. Graves, Corporal George Gilmer, 2nd Lieutenant T. S. Halstead, Sergeant G. C. Miller, Private A. P. Walker, Private H. W. Walsh and 1st Lieutenant L. W. Wood. Of these, Brooks, Duke, Gilmer, Halstead and Miller served overseas.

American Law of Charter Parties and Ocean Bills of Lading—By Wharton Poor, of the New York Bar. Albany, New York. Matthew Bender & Company, Incorporated. 1920. Price \$5.50.

To a lawyer engaged in admiralty practice this book would seem to us to be absolutely indispensable, and even to those not engaged in admiralty practice, but in active business, this book answers a great many questions which may arise in ordinary business transactions in regard to charter parties and ocean bills of lading. The author discusses at some length the Harter Act, which is one of the most important statutes regulating maritime commerce. As far as we are advised this work is the only modern American work dealing with the commercial ship documents commonly used in ocean trade, and Mr. Poor, the author, is a lawyer in active practice, specializing in the subjects treated in the volume; therefore the book is most carefully prepared by one thoroughly acquainted with the subject.